

75A-4

January 31, 1984

The Honorable Arthur Dorman
Senate of Maryland
11107 Montgomery Road
Beltsville, MD 20705

Dear Senator Dorman:

Please refer to your letter dated January 13, 1984 to Mr. Charles Anderson of our Bureau of Landscape Architecture regarding traffic noise studies in the Calverton area of Prince George's County.

Results of our initial field measurements showed that ^{leg} noise levels did not exceed the Federal Highway Administration's (FHWA) minimum criteria for residential areas which is 67 decibels (dBA). It is for this reason that we wish to conduct an additional noise level study spanning a full 24-hour period. We have noted in past studies that noise levels from hour to hour may vary as much as 5-10 dBA over 24 hours. Before making any final judgements as to the possibility of the Calverton area being a potential noise abatement candidate project, we need this additional data.

The State Highway Administration is currently conducting an information update and re-evaluation of all potential noise abatement projects in the Washington metropolitan area. Finalization of the Washington area listing of projects will be completed in April, 1984.

We regret the delay in completion of the Calverton study. This has been due to unfavorable weather conditions over the last several months and an existing backlog of pending field studies.

Thank you for your interest in the traffic noise issue and for your patience in this matter. We will keep you informed as the pertinent studies are completed.

Very truly yours,

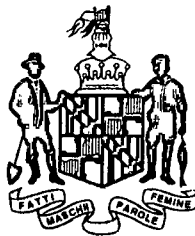
bcc: Mr. Charles R. Anderson
Mr. Edward Meehan D-3
Mr. Kenneth D. Polcak

M. S. Caltrider
State Highway Administrator

MSC:a

(301) 659-1111

Dictated by: Mr. Charles R. Anderson, Chief
Bureau of Landscape Architecture



SENATE OF MARYLAND

ANNAPOLIS, MARYLAND 21401-1991

ARTHUR DORMAN
TWENTY-FIRST LEGISLATIVE DISTRICT
PRINCE GEORGE'S COUNTY
VICE CHAIRMAN
ECONOMIC AFFAIRS COMMITTEE

2
ANNAPOLIS:
ROOM 303, JAMES OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401-1991
PHONE: WASH. LINE — 858-3141
BALTO. LINE — 841-3141

DISTRICT:
8270 NEW HAMPSHIRE AVENUE
LANGLEY PARK, MARYLAND 20903

HOME:
11107 MONTGOMERY ROAD
BELTSVILLE, MARYLAND 20705

January 13, 1984

Mr. Charles Anderson
Bureau of Landscape Architecture
2323 West Joppa Road
Brooklandville, Maryland 21022

Dear Mr. Anderson:

I am in receipt of two letters from Mr. Meehan, Acting Highway Metropolitan District Engineer dated June 28, 1983 and January 9, 1984. In his letters to me, Mr. Meehan informs me that he has requested you to do a study on the noise level in the Calverton area of Prince George's County.

It has been some time since the initial request and I trust you will expedite the study so that I can get back to my constituent without any further delay. Thanking you for your prompt reply, I am

Sincerely yours,

Arthur Dorman
State Senator

AD/bh

RECEIVED

JAN 17 1984

BUR. OF LANDSCAPE
ARCHITECTURE

3
JAN 31 1984

The Honorable Arthur Dorman
Senate of Maryland
11107 Montgomery Road
Beltsville, MD 20705

JAN 31 1984

BOA OF LANDSCAPE ARCHITECTURE

Dear Senator Dorman:

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Thank you for your interest in the traffic noise issue and for your patience in this matter. We will keep you informed as the pertinent studies are completed.

bcc: Mr. Charles R. Anderson ✓
Mr. Edward Meehan D-3
Mr. Kenneth D. Polcak

Very truly yours,
Original signed by
M. S. Caltrider

M. S. Caltrider
State Highway Administrator

MSC:a

(301) 659-1111

75A-4

4

January 23, 1984

Ms. Kathy Lewis
7021 Fritzpatrick Drive
Laurel, Maryland 20810

Dear Ms. Lewis,

Please refer to the noise level studies conducted by the State Highway Administration in your neighborhood several months ago. We have a complete evaluation of the data collected, and wish to report to you concerning the Administration's Type II Noise Abatement Program as it relates to your community of Walker Hill.

Enclosed for your information is a copy of the results of the 24-hour noise level study conducted at your home. The value "LDN" shown on the chart is a descriptor which is used to characterize the noise environment on a daily basis, in addition to the hourly data. Though the Federal Highway Administration (F.H.W.A.) has no established criteria based on LDN, we use it to supplement our understanding of the noise environment at the measurement site. The LDN value measured in your backyard is fairly typical of an area adjacent to a major highway.

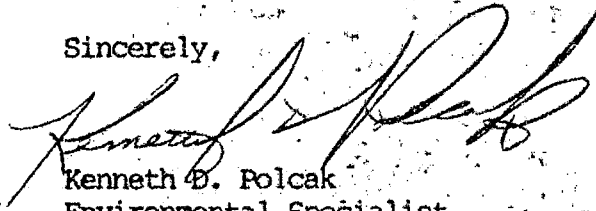
In addition, noise measurements were obtained at seven (7) other locations within the Walker Hill community between late July and early September, 1983. A summary of the results is also attached.

The re-evaluation of potential projects in the Type II noise abatement program is ongoing and will be completed for the Washington metropolitan area by April, 1984. In the Administration's statewide Type II program, a number of factors are weighted to determine those communities in greatest need of noise relief through barrier construction; these factors include the total number of impacted noise sensitive receptors (residences and public institutions) in the community, the existing noise intensities at those receptors, the length of time the impact has existed, and the specific cost effectiveness of the barrier construction. Presently, there are communities along the Washington beltway that, based on this evaluation, are of a higher priority and several are scheduled for noise

barrier construction. With the increase in available highway funds, we will be able to accelerate the Type II program; and as the highest priority areas are addressed, then areas like Walker Hill will be considered. We will, at such time, then arrange public meetings to gain community and individual input into the project's planning and design.

Thank you for your patience. Please be assured that we will work towards a solution to the noise abatement problem as soon as possible within available resources. If you have any questions or feel we can be of further assistance, please contact this office.

Sincerely,

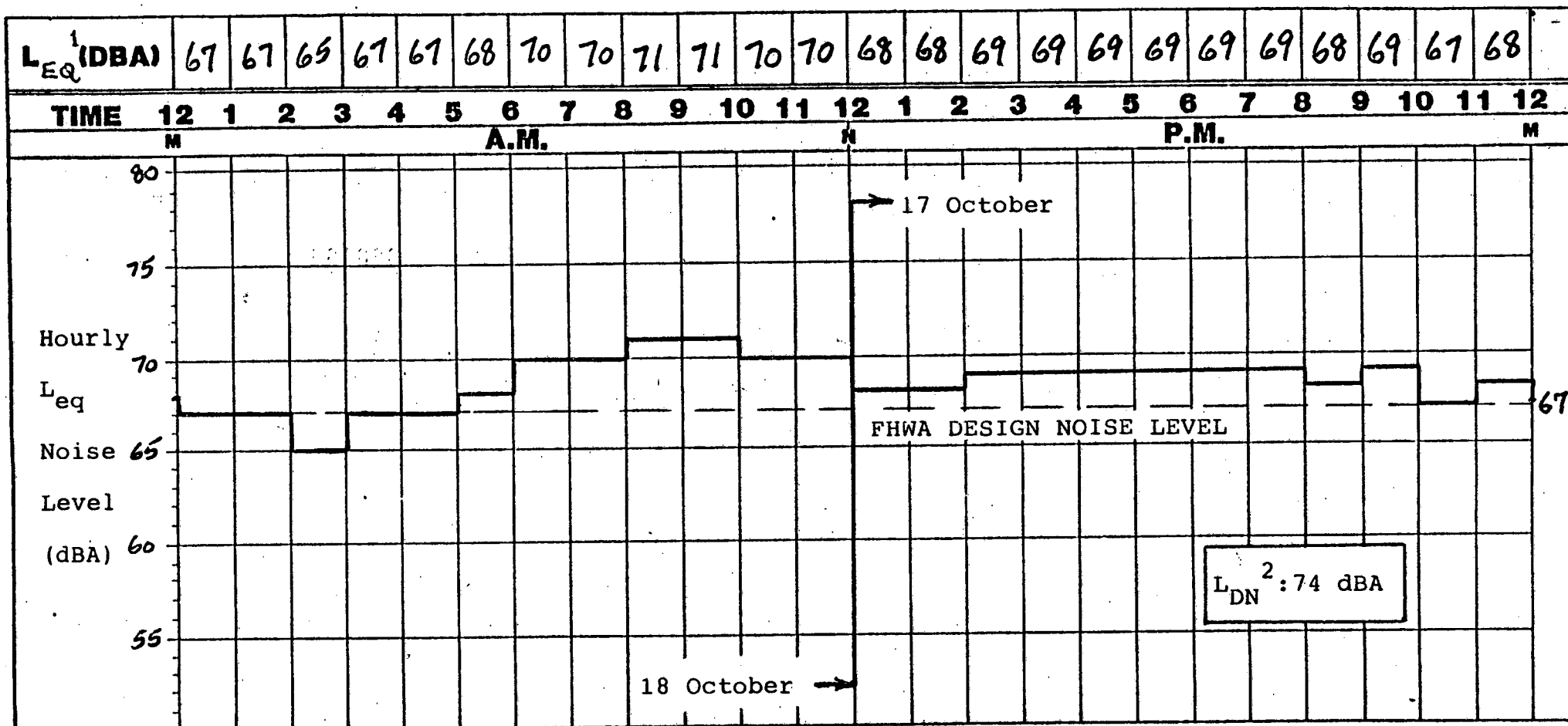


Kenneth D. Polcak
Environmental Specialist
Acoustical Analysis Unit

KDP:lw
Attachments (2)
cc: J.C. Schneider

LEWIS RESIDENCE
WEST LAUREL, MARYLAND

6



DIURNAL NOISE ANALYSIS

Location: Backyard of 7021 Fitzpatrick Drive,
adjacent to southbound roadway

Roadway: Interstate Route 95

Date(s): 17 October to 18 October, 1983

- 1) The "equivalent sound level", which is a measure of the average acoustic energy for each measurement period (in this case, 1 hour).
- 2) The equivalent sound level for a 24-hour period, with 10 decibels added to measured levels between the hours of 10:00 P.M. and 7:00 A.M. (nighttime).

yellow

COMMUNITY NOISE ANALYSIS

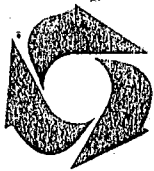
Interstate Route 95, From north of Maryland Route 198 to south of
Brooklyn Bridge Road (SBR only)

Community of WALKER HILL

Field Data Summary

<u>NSA¹</u>	<u>LOCATION</u>	<u>DATE</u>	<u>TIME</u>	<u>L_{eq}</u>
1	Redmiles Road	9/1/83	10-11 am	59 dBA
2	North end of Fitzpatrick Drive	9/1/83	10-11 am	63 dBA
3	7013 Fitzpatrick Dr. (Posey residence)	7/19/83	1-2 pm	68-69 dBA
		9/1/83	11am-12N	70 dBA
		10/6/83	2-3 pm	70 dBA
4	South end of Fitzpatrick Drive	9/1/83	11am-12N	65-66 dBA
5	South end of Bradford Drive	9/1/83	3-4 pm	64 dBA
6	Middle of block, Bradford Drive	9/1/83	3-4 pm	61 dBA
7	15703 Bradford Drive (Sines residence)	7/19/83	1-2 pm	63 dBA
8	7021 Fitzpatrick Drive (Lewis residence)	10/17-10/18/83	24 hours	65-71 dBA (also see attached chart)

¹ noise sensitive area



Maryland Department of Transportation

State Highway Administration

75A-4
8

75-4

yellow

Lowell K. Bridwell
Secretary

Hal Kassoff
Acting Administrator

MAY 24 1984

RECEIVED

Mrs. Milton Berliner
602 Forest Glen Road
Silver Spring, Maryland 20901

MAY 25 1984

Dear Mrs. Berliner:

BUR. OF LANDSCAPE
ARCHITECTURE

This responds to your letter of April 30, 1984, to Mr. Caltrider who has retired from the State Highway Administration.

We have completed our work to develop a program of potential noise abatement projects in the Washington Metropolitan Area of Maryland. Your area is one of those identified as a potential project in the Washington Metropolitan area. If the funding continues as we expect for this program, the project in your area should have an advertisement date sometime in the 1987 fiscal year, which begins on July 1, 1986.

Thank you for your patience. I am pleased that we can progress with this important program for the people who live adjacent to our highways.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Acting Administrator

HK:eer

cc: The Honorable Lucille Maurer
Mr. Edward H. Meehan, District 3 Engineer

bc: Mr. Gordon Dailey
Mr. Edward Loskot
Mr. Charles Anderson ✓
Mr. Kenneth Polcak

Dictated by Charles Anderson
Re-written by Mr. Kassoff & Mr. Dailey

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell
Secretary

Hal Kassoff
Acting Administrator

5/24/84

Mrs. Milton Berliner
602 Forest Glen Road
Silver Spring, Maryland 20901

Dear Mrs. Berliner,

This responds to your letter of April 30, 1984, to Mr. Caltrider who has retired from the State Highway Administration.

We have completed our work to determine the priority listing of potential noise abatement projects in the Washington Metropolitan Area of Maryland. There are a total of nine (9) potential projects in the Washington Metropolitan area. The area in which you live, between U.S. Rte. 29 and Dallas Avenue along I-495, places fourth on the list. At this time, advertisement for construction bid dates have been established for the first three projects through the 1986 fiscal year (July 1, 1985 to June 30, 1986). If the funding continues as we expect for this program, the project in your area may have an advertisement date sometime in the 1987 fiscal year.

Thank you for your patience. I am pleased that we can progress with this important program for the people who live adjacent to our highways.

Sincerely,

Hal Kassoff
Acting Administrator

HK:k

cc: The Honorable Lucille Maurer
Mr. Edward H. Meehan, District 3 Engineer

bcc: Mr. Gordon Dailey
Mr. Edward Loskot
Mr. Charles Anderson
Mr. Kenneth Polcak

Dictated by Mr. Charles R. Anderson
Bureau of Landscape
Architecture - 321-3521
May 16, 1984

10

STATE HIGHWAY ADMINISTRATION
BUREAU OF LANDSCAPE ARCHITECTURE

FROM:

DATE: 5-4-84

☒ Mr. Anderson
☐ Mr. Eaton
☐ Mr. Eddy

☐ Mr. Kuhl
☐ Mr. Schneider

TO:

☐ Mr. Anderson
☐ Mr. Barger
☐ Mr. Branch
☐ Mr. Cober
☐ Mr. Eaton
☐ Mr. Eddy
☐ Mr. Eller
☐ Mr. Green
☐ Mr. Hett

☐ Mr. Knott
☐ Mr. Kuhl
☐ Mr. Miller
☐ Mr. Moffett
☐ Mr. Oldham
☐ Mr. Rudolph
☐ Mr. Turner
☒ Mr. Polcak
☒ Mr. Schneider

☐ Approve & Return
☐ As requested
☐ Circulate
☐ Copies
☐ Discuss With Me
☐ File
☐ For Review & Comment
☐ For Your Information

☐ Investigate
☐ Please Handle
☒ Prepare Reply For
H.K. ☒ My Signature
☐ Reply Directly
☐ Retain For Reference
☐ Return
☐ Discard

NOTE:

Indicate their priority from
the Wash. Metro. list. No adv. date
for this one. If funding continues,
it should be on the ad schedule
in the 87 F.Y.

STATE HIGHWAY ADMINISTRATION

Edward M. Loskot

11

DEPUTY CHIEF ENGINEER - HIGHWAY DEVELOPMENT

DATE:

5/1/84

SUSPENSE:

5/14/84

☒ Mr. C. R. Anderson☐ Mr. S. J. DiPietro☐ Mr. C. Lee☐ Mr. A. M. Capizzi☐ Mr. J. Duerr☐ Mr. D. Starr☐ Miss R. Hauser☐ Mr. E. Stein☐ Mrs. L. Kuczinski☐ Mrs. J. Trotta☐ Mrs. D. RichNOTE SUSPENSE DATE☒ Prepare Reply For:☐ DISCUSS WITH ME☐ GOVERNOR (Draft)☐ INFORMATION☒ SECRETARY☐ FOR YOUR ACTION☒ ADMINISTRATOR☐ FOR COMMENT☐ DEPUTY ADMINISTRATOR☐ PLEASE HANDLE☐ CHIEF ENGINEER☐ INVESTIGATE &☐ MY SIGNATURE☐ REPORT☒ LIST ADMINISTRATOR FOR A COPY☒ SEND THROUGH THIS OFFICE FOR APPROVALREMARKS:

RECEIVED

MAY 3 1984

BUR. OF LANDSCAPE
ARCHITECTURE

FROM: Office of the State Highway Administrator

DATE:

5-1-84

ACTION DUE BY:

12
5-14-84

___ Agro, J.	___ Lee, C.	___ Dist. Engr. #1
___ Anderson, C.	___ Loskot, E.	___ Dist. Engr. #2
___ Capizzi, A.	___ Rogers, N.	___ Dist. Engr. #3
___ Carter, C.	___ Schneider, W.	___ Dist. Engr. #4
___ Dailey, G.	___ Seward, G.	___ Dist. Engr. #5
___ Day, J.	___ Sherin, D.	___ Dist. Engr. #6
___ Dionne, P.	___ Slacum, C.	___ Dist. Engr. #7
___ Freedman, E.	___ Tahir, A.	___ Fletcher, G.
___ Hester, J.	___ Ulrich, R.	___ Fisher, K.
___ Hicks, T.	___	___ Bridwell, L. R.
___ I.D.B.C.	___	___ Dewberry, P. L.
___ Kassoff, H.	___ Elinsky, E.	___ Moser, R. A.

☒ Prepare reply for Administrator's Signature

___ Reply directly with copy to this office

___ Prepare reply for Secretary's Signature

___ Investigate

___ Prepare reply for Deputy Secretary's Signature

___ Take Necessary Action

___ Prepare reply for Governor's Signature

___ For Your Information

___ Prepare memorandum for Administrator's Signature

___ Please Handle

___ Please See Me

COMMENTS:

13
April 30, 1984

Mr. M. S. Caltrider
State Highway Administrator
Maryland Department of Transportation
P.O. Box 717
707 N. Calvert St.,
Baltimore, Md., 21203

Dear Mr. Caltrider:

Your letter of February 27, indicating that work on the priority listing of potential noise abatement projects along the Capital Beltway (I-495) would be finalized by the end of April, 1984, was indeed welcome. You may be sure I passed on this information to others who signed the petition for a noise barrier along the Beltway between Colesville Rd. and Dallas Ave., Silver Spring.

Now that April is ending, we eagerly look forward to learning where, in line of priorities, our project falls. This recent pleasant weather reminds us only too clearly how difficult it is to converse out of doors.

Meanwhile, we wish to thank you for your concern with our problem, and wish you a happy retirement.

Sincerely,

Anna S. Berliner
(Mrs. Milton Berliner)

cc: Delegate Lucille Maurer

STATE HWY ADM

1 MAY 84 2:48

FEB 22 1984

Mrs. Milton Berliner
602 Forest Glen Road
Silver Spring, MD 20901

Dear Mrs. Berliner:

Thank you for your letter dated January 31, 1984 regarding traffic noise and the Capital Beltway (I-495) between Colesville Road and Dallas Avenue.

As of this date, the listing of potential noise abatement projects in the Washington metropolitan area is being finalized. Work should be completed on the listing by the end of April, 1984. At such time, we will proceed to schedule the highest priority projects for noise barrier design and eventual construction. We will contact appropriate local officials and citizen groups as pertinent information becomes available.

Thank you for your interest and patience in this matter. Please be assured that within available funding, we will strive for project initiation at the earliest possible time.

Very truly yours,

Original signed by
M. S. Caltrider

M. S. Caltrider
State Highway Administrator

MSC:a

cc: Delegate Lucille Maurer

bcc: Mr. Edward Meehan - District 3
Mr. Kenneth D. Polcak
Mr. Charles R. Anderson

Dictated by: Mr. Charles R. Anderson, Chief
Bureau of Landscape Architecture

APPROVAL RECOMMENDED

Date 2-21-84

John D. [Signature]
Deputy Chief Engr. - Development

(301) 659-1111

825
2/21/84

January 31, 1984

Mr. M. S. Caltrider
State Highway Administrator
Maryland Department of Transportation
P.O. Box 717
707 North Calvert St., Baltimore
Md., 21203

Dear Mr. Caltrider:

It is almost a year since Delegate Lucy Maurer sent my husband and me a copy of your letter to the Montgomery County Delegation re their concern about "the urgency of noise abatement for residents adjacent to the Capital Beltway between Colesville Road and Dallas Avenue (Silver Spring.)"

This was very encouraging to those of us living in the area, who have so long suffered from ever-increasing highway din. The arrival of an accoustical unit from the Bureau of Landscape shortly afterwards made us even more hopeful, although we were warned no immediate action would be forthcoming.

In your letter you mentioned that "it appears at this time that the area of your concern will be high on our priority list." We would be pleased to learn that this is indeed a fact that that noise abatement projects are being scheduled in the very near future.

We shall appreciate hearing from you at your earliest convenience.

Sincerely,

Anna S. Berliner

(Mrs. Milton Berliner)

cc: Delegate Lucy Maurer

STATE HWY ADM

3 FEB 84 1:45



INFORMATIONAL DISPLAY AT 7:00pm

MARYLAND ROUTE 24

Interstate Route 95 to Maryland Route 755 (in Edgewood)

AGENDA

INTRODUCTION

DESCRIPTION OF SELECTED ACTION

IMPACT CONSIDERATIONS

QUESTION AND ANSWER PERIOD

PURPOSE OF MEETING

18

In response to requests made by elected officials on behalf of their constituents and individual residents of the Maryland Route 24 corridor, this informational meeting has been scheduled to present the alternate selected for the future dualization of Maryland Route 24 between I-95 and Edgewood, to review project history, and to present the anticipated schedule for the upgrading.

PROJECT HISTORY

The Selected Action is part of a study which was initiated to determine the adequacy of the State Highway network within Harford County's designated growth envelope between Edgewood and Aberdeen and between Interstate Route 95 and U.S. Route 40.

During the study, it was determined that there would be sufficient highway capacity in the Aberdeen area, that Maryland Route 24 between I-95 and Maryland Route 755 in Edgewood would be deficient in capacity (see Figure 1), and that the development of this designated growth area would be further enhanced by the construction of an interchange between Maryland Route 543 and Interstate Route 95.

At the time of the Combined Location/Design Public Hearing of October 28, 1982, the Maryland Route 543/I-95 and Related Studies project was funded for project planning only. In July, 1983, the State of Maryland, Baltimore City, and the Baltimore Metropolitan Counties agreed to not extend Interstate Route 83 or construct Interstate Route 595 in Baltimore City and to use the monies allocated for those projects for other transportation projects in the Metropolitan Area. Dualization of Maryland Route 24 between I-95 and Maryland Route 755 in Edgewood was one of the highway projects identified for this reallocation of funds.

SELECTED ACTION (See Figure 2)

After the Public Hearing, State Highway Administration staff held several in-house meetings to formulate a recommendation. Review of the traffic data and projections indicated that the proposed improvements in the Edgewood area would have little effect upon the proposed improvements in the Belcamp area and vice versa; i.e., the proposed improvement at each location would have independent utility. This led State Highway Administration staff to recommend improvements at both locations.

Further review of traffic data and projections, citizen and elected official comment, engineering criteria, and environmental constraints led to the recommendation of the Selection Action - Alternate 3, which was adopted by the State Highway Administration and the Federal Highway Administration on February 3, 1984.

AVERAGE DAILY TRAFFIC MARYLAND ROUTE 24 EAST OF I-95

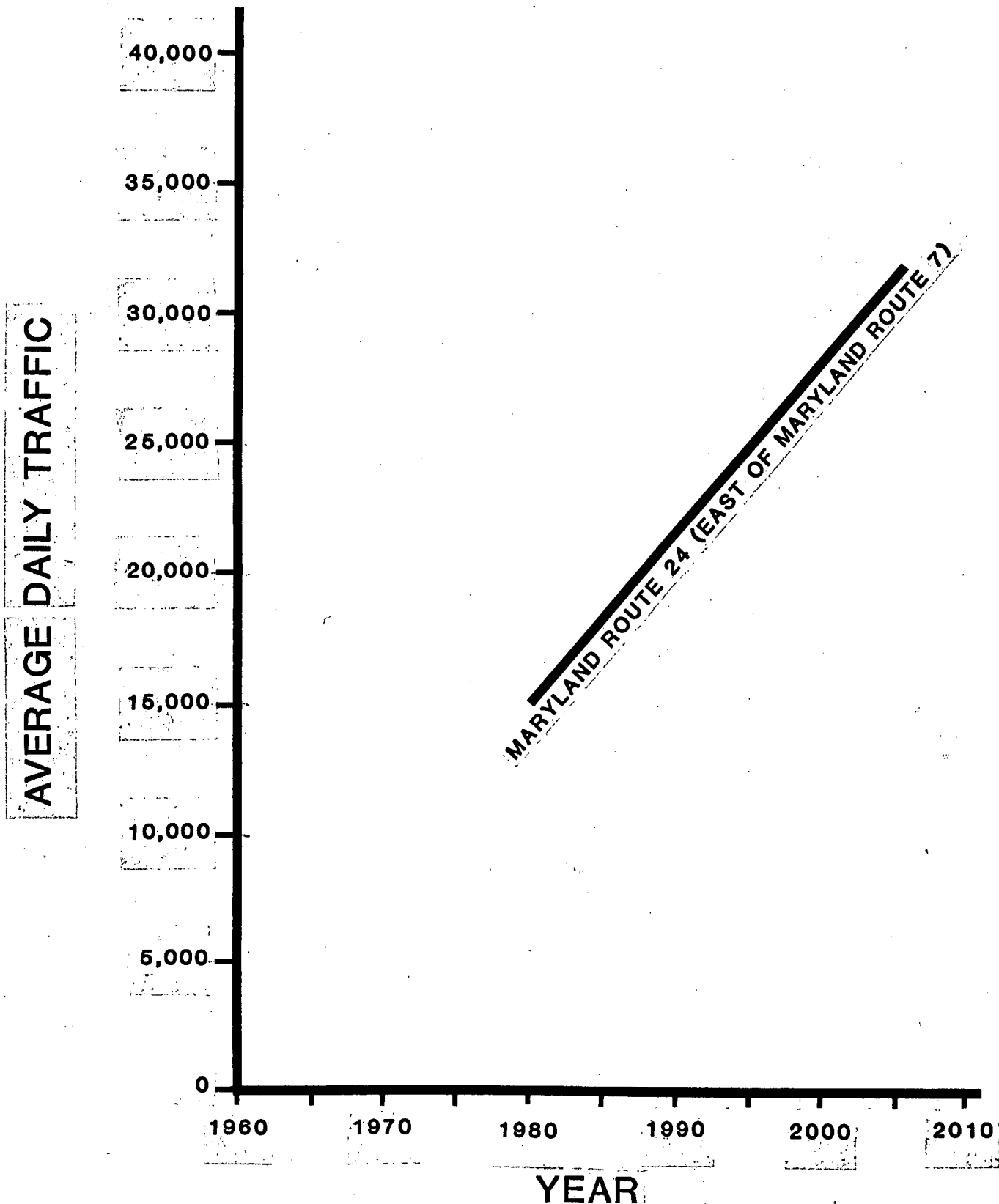
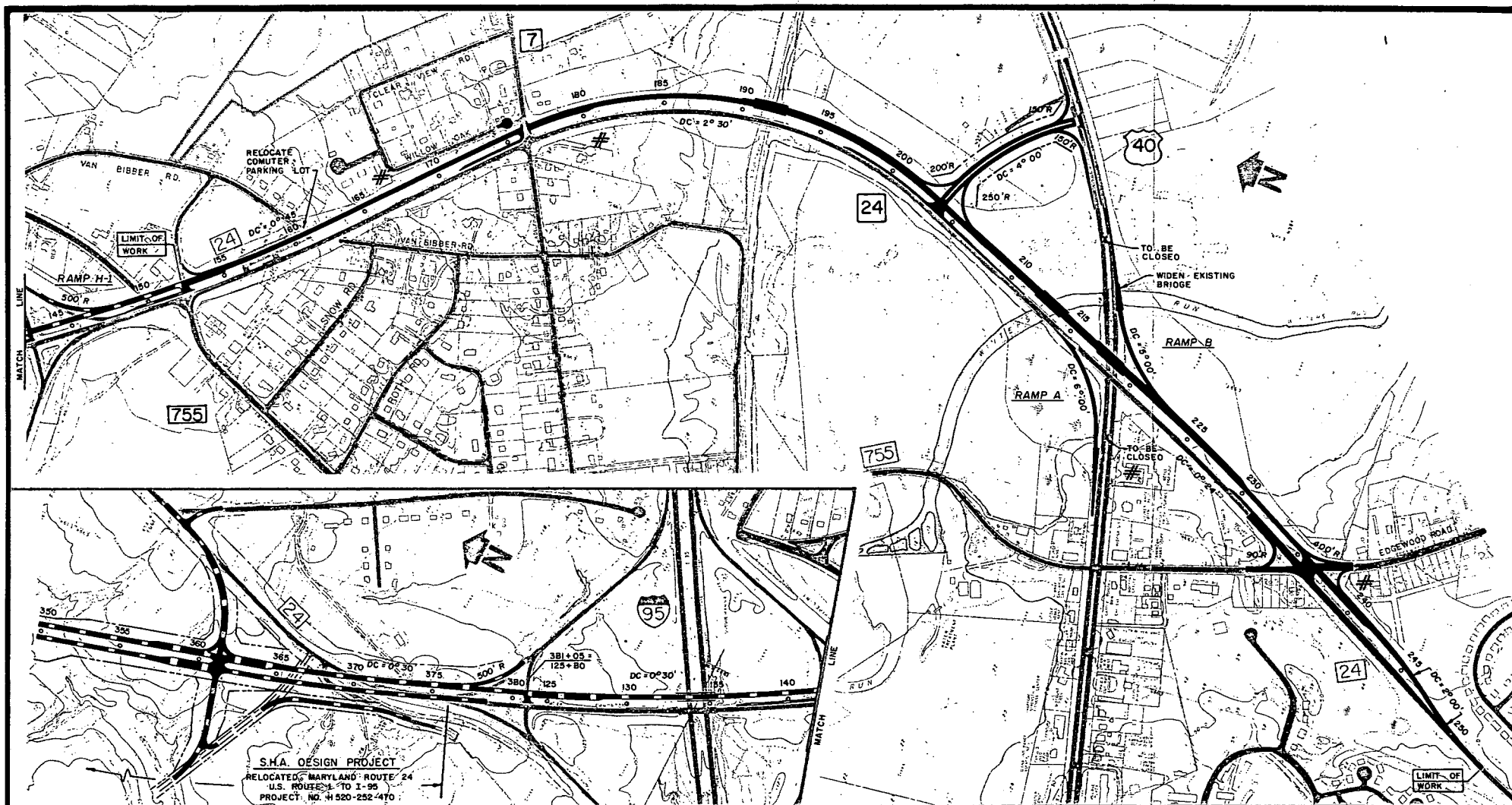


FIGURE 1

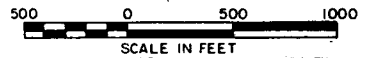
20



S.H.A. DESIGN PROJECT
RELOCATED MARYLAND ROUTE 24
U.S. ROUTE 1 TO I-95
PROJECT NO. H 520-252-470

LEGEND

- APPROX. 100 YEAR FLOOD PLAIN
- HISTORIC SITE
- HISTORIC PROPERTY BOUNDARY
- PUBLIC SCHOOL PROPERTY BOUNDARY
- PARKLAND
- NOISE MONITORING SITES
- WETLAND (TIDAL)
- WETLAND (NON-TIDAL)
- TREELINE
- EXISTING PROPERTY OR RIGHT OF WAY LINE
- PROPOSED RIGHT-OF-WAY LINE
- PROPOSED DUALIZATION OF MD. RTE. 24 THROUGH I-95 (INTERCHANGE BY OTHERS)



MARYLAND ROUTE 543/I-95 AND RELATED STUDIES
Harford County, Maryland

SELECTED ACTION
ALTERNATE 3
RURAL TYPE INTERCHANGE
AT MD. ROUTE 24 AND U.S. ROUTE 40

FIGURE 2

21

The Alternate selected for improvement of Maryland Route 24 consists of elements from the Alternates presented in the project's Environmental Assessment (EA) and at the Public Hearing. The following table lists the elements of the Selected Action, the alternate from which it was adopted, and the reason that particular element was selected:

Description of Selected Action - Alternate 3

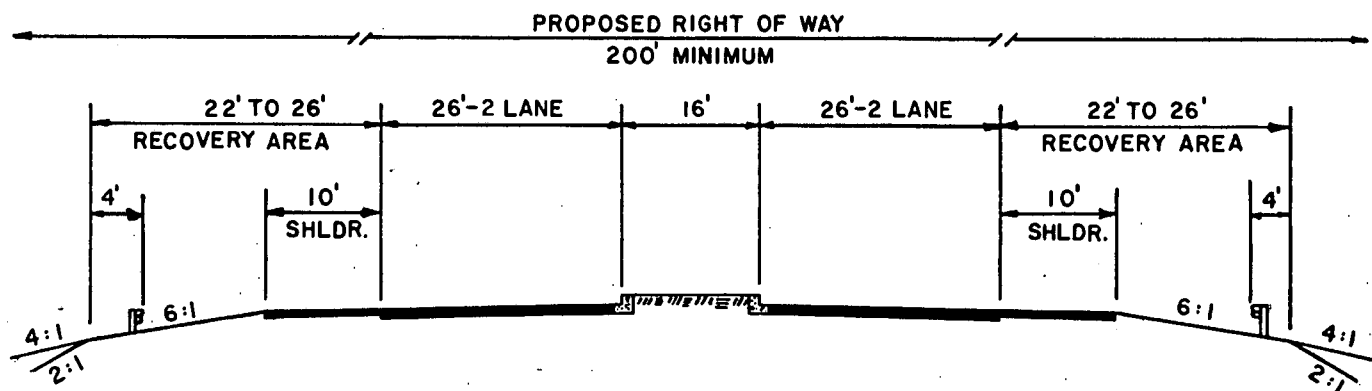
<u>Element</u>	<u>Adopted "EA" Alternate</u>	<u>Reasons For Selection</u>
Dualization of MD Route 24	Alt. 3B-1*	Mainline level of service, safety
Connection between MD 24/US 40	Alt. 3A-2	4-lane connection needed to balance Md. 755
Ramp A (SB MD 24 to WB US 40)	Alt. 3A-2	Relieves intersections and minimizes wetland impacts
Ramp B (NB MD 24 to EB US 40)	Alt. 3A-1	Relieves intersections and minimizes wetland impacts
Intersection at MD 755 in Edgewood	Alt. 3B-1	Intersection level of service.

*The typical cross section presented at the Public Hearing consisted of a 58' median and an 8' graded area beyond the shoulder. The State Highway Administration desired to implement a wider graded area beyond the shoulder and area citizens requested that the width of the roadway be narrowed. As a result of these factors, the typical cross section of the selected action consists of a 30' median and a 16' graded area beyond the shoulder. This decision results in a typical cross section which requires 20' less width than that presented at the Public Hearing. (See Figure 3)

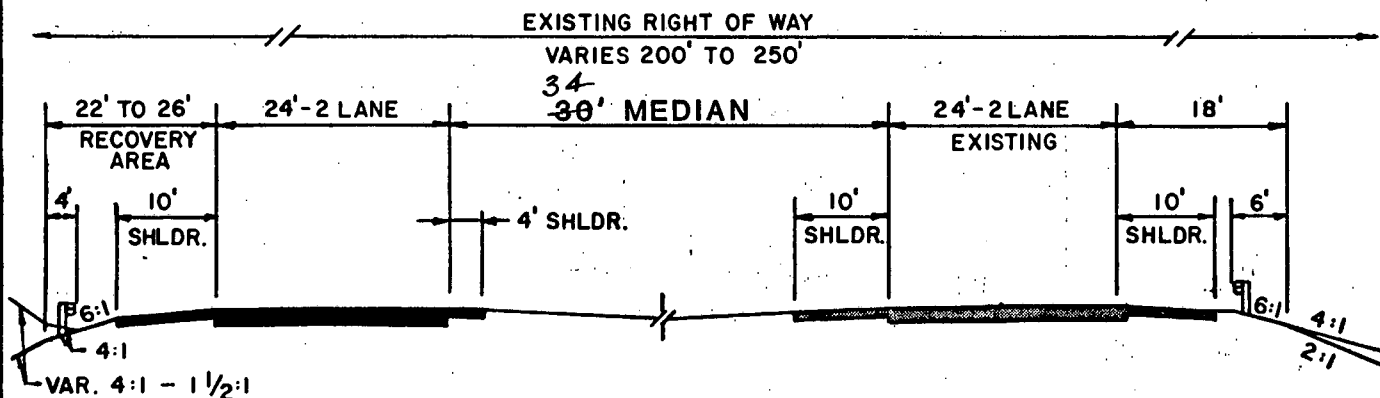
NOISE

The ambient noise in any area is the background noise consisting of all natural and man-made noises within a given area. The purpose of ambient noise measurements is to establish the present noise environment for existing activities and developed land uses in the study area. The ambient noise levels, as recorded, represent a generalized view of present noise levels. Variations in time, traffic volumes (especially truck), speeds, etc., can cause a several decibels fluctuation in the ambient noise levels. L₁₀ noise levels are, however, a good overall approximation of perceived existing noise levels.

22



4 LANE CONNECTION MD ROUTE 24 TO US ROUTE 40



DUALIZATION OF MD ROUTE 24 I-95 TO EDGEWOOD

NOTE:

Dimensions Of All Roadways, Shoulders, Medians, Safety Grading Widths, Etc. Are Approximate And Are For The Purpose Of Determining Cost Estimates And Environmental Impacts, And Are Subject To Change During The Final Design Phase.

MARYLAND ROUTE 543/I-95 AND RELATED STUDIES
Harford County, Maryland

TYPICAL SECTIONS SELECTED ACTION ALTERNATE 3

FIGURE 3

Measurements of ambient noise levels were taken at four sensitive receptor locations along Maryland Route 24 using the GenRad Type 1981 B Precision Sound Level Master. These locations were selected to be representative of various noise sensitive locations. The following table identifies the four sensitive receptor locations and lists the measured and predicted ambient L₁₀ noise levels associated with each. This table also includes the data and time of each measurement. The location of these noise sensitive receptors are shown on the fold-out map. (Figure 2)

SITE NO.	DESCRIPTION	DISTANCE TO CENTERLINE OF NEAREST ROADWAY (FEET)	1982 MEASURED AMBIENT NOISE LEVEL		FEDERAL DESIGN NOISE CRITERIA (L ₁₀ dBA)	DESIGN YEAR 2005 PREDICTED L ₁₀ NOISE LEVELS	
			DATE & TIME	L ₁₀ dBA		NO-BUILD & TSM*	ALT. 3
3-1	Residence at 910 Edgewood Rd. (Md. Rte. 755)	75' (Md. 755)	Feb. 16 9:25 AM	73	70	66	66
3-2	Motel Edgewood On U.S. Rte. 40 (Air Conditioned)	100' (U.S. 40)	Feb. 16 10:50 AM	73	70	73	74
3-3	The Former United Presbyterian Church Md. Rte. 24/Md. Rte. 7 Intersection	165' (Md. 24)	Feb. 16 10:40 AM	59	70	65	68
3-4	Residence On Willow Oak Court Adjacent to Md. Rte. 24	200' (Md. 24)	Feb. 16 11:00 AM	65	70	62	68

*Transportation Systems Management: low cost improvements to the existing highway system to upgrade traffic service and safety

The table also shows predicted year 2005 L₁₀ noise levels and further shows that for the year 2005, the Federal design noise level of L₁₀ = 70 dBA for Type "B" land uses will be exceeded at site 3-2. Predicted L₁₀ noise levels at the remaining sensitive receptors will not exceed the Federal design noise level in the design year. This table also shows that, at most noise sensitive receptors, the L₁₀ noise level will increase from existing ambient noise levels regardless of the alternate.

Predicted year 2005 L₁₀ noise levels at the Motel Edgewood, located on U.S. Route 40, east of Maryland Route 755 are expected to exceed the Federal design noise level of L₁₀ = 70 dBA with the No-Build and Transportation Systems Management Alternates and Alternate 3. Because the 70 dBA level would be exceeded in the design year with Alternate 3, noise attenuation measures (i.e., wall-type noise barriers) were considered. They were found to be impractical, however, because a noise barrier at this location would have to be segmented to allow access to the motel resulting in the unobtainable achievement of the necessary noise attenuation. It should be noted that the existing ambient L₁₀ noise level and the projected No-Build noise level also exceed the Federal design noise level of 70 dBA.

TRAFFIC

The Harford County Master Plan (1977) anticipates over 85% of the growth in Harford County in the next 20 years to occur within the Maryland Route 24/U.S. Route 40 "development envelope". Future traffic volumes for the design year 2005 include Harford County's planned development. Average daily traffic volumes for Maryland Route 24 are shown on Figure 1.

In addition to these roadway traffic data, AM and PM peak hour levels of service for the design year 2005 were calculated at several intersections throughout the study area. The results of this analysis are shown on the following table.

<u>Year 2005 AM/PM Level of Service</u>	
<u>Intersection</u>	<u>Alternate 3</u>
o Md. 24 and Md. 755 (south of US 40)	E/E
o US 40 and Md. 755	B/D
o Md. 24 and Md. 7	E/E
o Md. 24 & Connection	D/D
o US Rte. 40 and Connection	B/C
o Md. 24 and Ramp 'A'	C/D
o Md. 24 and Ramp 'B'	C/C

SAFETY

26

Alternate 3 proposes two important features which would reduce the potential for accidents: the dualization of Maryland Route 24, between I-95 and Maryland Route 755 at Edgewood, and separate left and right turn bays at the intersections of Maryland Route 24 with both Maryland Route 755 and Maryland Route 7. This Alternate would also result in the diversion of traffic from Maryland Route 755 south of U.S. Route 40, reducing the number of congestion related accidents at the Maryland, Route 755/U.S. Route 40 intersection.

FUTURE SCHEDULE

The following schedule for this segment of Maryland Route 24 was presented at the State Highway Administration's program tour in Harford County and will be contained in the Department of Transportation's "1985-1990 Consolidated Transportation Program". Funding and scheduling of right-of-way acquisition and construction is contingent upon apportionment of the Interstate Transfer Funds by the United States Congress.

Engineering (Design)	Funding Years - Fiscal 1987-1989
Right-of-Way Acquisition	Funding Years - Fiscal 1988-1989
Construction	Not Funded within Program Years.

26 754
August 13, 1984

M E M O R A N D U M

TO: Mr. Mike Snyder
Metropolitan District Engineer, District 3

ATTN: Mr. Ed Wrezinski

FROM: Charles R. Anderson, Chief
Bureau of Landscape Architecture

SUBJECT: I-495/95 Noise Impact Study
Myzick Property
10101 52nd Avenue, College Park

Regarding the subject property, a field noise measurement study was completed July 31, 1984.

Location of the receiving microphone was at the corner of Odessa Road and 52nd Avenue at a distance from I-495/95 equal to that from the Myzick dwelling. The noise level was measured in two intervals each of ten (10) minute duration. A summary of the noise level data is given as follows:

<u>NOISE LEVEL</u>			
<u>Interval</u>	<u>Start Time</u>	<u>Leq.</u>	<u>Interval Max.</u>
1	11:30 a.m.	66 dBA	75 dBA
2	11:45 a.m.	68 dBA	82 dBA

During the second interval, peak noise events were also measured. These peak noise events ranged from 72-77 dBA and corresponded to the pass-by of heavy trucks on I-495/95. In addition, during this second measurement interval, a military jet flew over and produced a peak level of 82 dBA.

The results of this latest study are generally consistent with previous measurements made in 1980 (within 3-dBA) at this same location. These "A weighted" traffic noise levels would not cause window damage.

321-3521

Mike Snyder
August 13, 1984
Page 2

27

We have, also, reviewed previous studies made on traffic-induced vibration in order to clarify the window problem at the Myzick residence. Based on other past results and on the levels of airborne noise found at the Myzick residence, we believe also that groundborne vibration is not a problem. The levels of vibration found in previous studies of highway traffic have been far below thresholds of structural damage. Thus, any seismic testing in this area, we believe, is unnecessary.

There is, however, the question of low-frequency airborne noise, i.e. 100 Hz, or less, (from heavy trucks or aircraft) as a possible causative source of window damage.

We do not have the equipment within this office to compare low frequency airborne noise with window or structural acceleration. Given the right conditions, low frequency noise can cause structural vibration, and in this case there are two possible sources, traffic and aircraft.

A measurement of simultaneous acceleration levels in the windows and low frequency noise from these sources may go far in determining which source(s) if either is at fault.

Regarding potential mitigation of the noise problem, the Myzick residence is within a pending Type II Noise Abatement Project Area, which extends from east of U.S. 1 to the B & O Railroad along I-495/95. Though the schedule for this project is still being developed we anticipate that abatement structures would be likely within several years. In addition, the new pavement now being placed on I-495/95 adjacent to the Myzick residence will substantially reduce noise levels and vehicle vibration. This has been shown to be a valid and welcome benefit of the bituminous open-graded pavements.

If further information or clarification is desired, please call Mr. Ken Polcak or Mr. John Schneider (321-3528).

CRA:jmb

cc: Ken Polcak
Gordon E. Dailey
Edward M. Loskot

28 76-4

October 17, 1984

Mr. John W. Musselman, Chief
Division of Development and Zoning
Administration
Office of Planning and Zoning
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Dear John:

Enclosed you will find the noise contour analysis for the proposed Dorseys Search subdivision. Shown on the plan are the 60 decibel (dBA) and 67 dBA contour lines.

Should you have any questions, please contact us.

Sincerely,

Kenneth D. Polcak
Environmental Specialist
Acoustic Analysis Unit

KDP:jmb

Enclosures

cc: Paul Farragut w/Enclosures
Charles R. Anderson

321-3484

October 17, 1984


Mr. John W. Musselman, Chief
Division of Development and Zoning
Administration
Office of Planning and Zoning
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Dear John:

Enclosed you will find the noise contour analysis for the proposed Dorseys Search subdivision. Shown on the plan are the 60 decibel (dBA) and 67 dBA contour lines.

Should you have any questions, please contact us.

Sincerely,


Kenneth D. Polcak
Environmental Specialist
Acoustic Analysis Unit

KDP:jmb

Enclosures

cc: Paul Farragut w/Enclosures
Charles R. Anderson

30

MARYLAND STATE HIGHWAY ADMINISTRATION
BUREAU OF LANDSCAPE ARCHITECTURE

SUBDIVISION NOISE CONTOUR ANALYSIS
HOWARD COUNTY, MARYLAND

SUBDIVISION NAME: Village of Dorseys Search

LOCATION: Along SB US 29 between Md. 108 and Md. 175

ROADWAYS: (check appropriate box(es))

☐ I-95

☒ U.S. 29

☐ Md. 216

☐ I-70

☐ U.S. 40

☐ Md. 32

☒ Md. 175

TRAFFIC INFORMATION: (1983)

<u>Rte.</u>	<u>ADT</u>	<u>DHV</u>	<u>%MT</u>	<u>%HT</u>
US 29	27940	10% of ADT	5.5%	1.6%
MD 175	27250	10% of ADT	5.5%	1.6%
MD 108	15900	10% of ADT	5.5%	1.6%

BARRIER DATA: (check appropriate box(es))

- ☐ natural barriers in effect
- ☒ no natural barriers
- ☐ noise abatement feasible
- ☒ noise abatement not feasible
- ☒ see comments below

COMMENTS:

Based on 67dBA contour noise impact outside the 100' setback line
should be minimal. Due to the general topography of the site, berming
along US 29 does not appear to result in any great positive
effects.

37 75-4

October 30, 1984

Mr. John W. Musselman, Chief
Division of Development and Zoning
Administration
Howard County Office of Planning and Zoning
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Dear John;

Enclosed is the noise contour analysis for the proposed Sherwood Crossing subdivision.

As I indicated in the comments on the worksheet, re-orientation of buildings 7, 8, and 9 would be desirable given certain conditions. If balconies are to be provided on both sides of the buildings, the scheme as shown on the developers sketch plan would be acceptable. Partial shielding from the building perpendicular to the road would help to lessen potential impacts. If balconies were oriented so as to face I-95, the partial shielding effect would be lost.

If you have any questions, etc., please contact us.

Sincerely,

Kenneth D. Polcak
Environmental Specialist
Acoustic Analysis Unit

KDP:jmb

Enclosures

cc: Paul Farragut w/Enclosures

321-3484

32

MARYLAND STATE HIGHWAY ADMINISTRATION
BUREAU OF LANDSCAPE ARCHITECTURE

SUBDIVISION NOISE CONTOUR ANALYSIS
HOWARD COUNTY, MARYLAND

SUBDIVISION NAME: Sherwood Crossing

LOCATION: Along SB I-95 north of Md. 175 Interchange.

ROADWAYS: (check appropriate box(es))

☒ I-95

☐ U.S. 29

☐ Md. 216

☐ I-70

☐ U.S. 40

☐ Md. 32

☐ Md. 175

TRAFFIC INFORMATION:

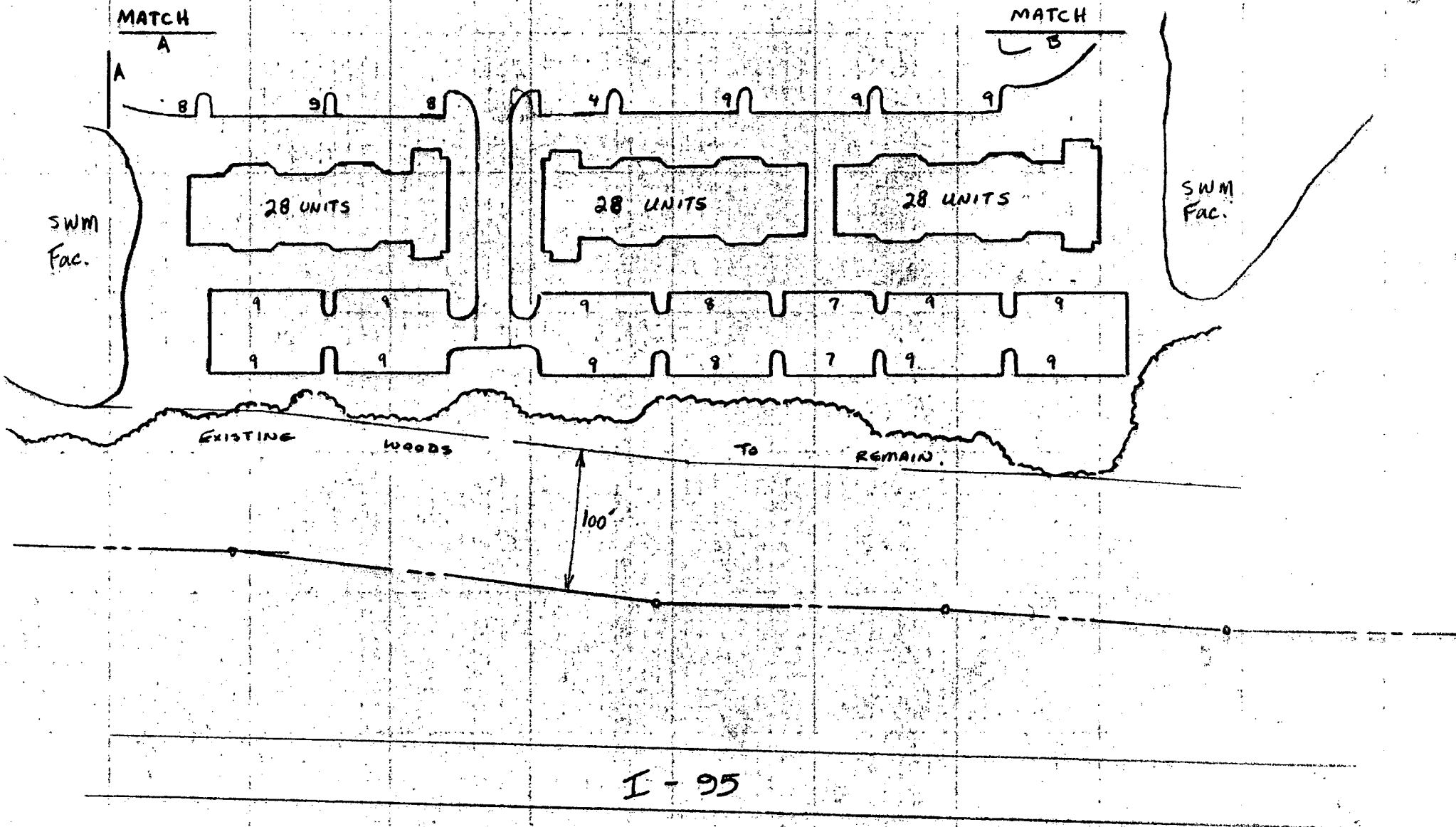
<u>Rte.</u>	<u>ADT</u>	<u>DHV</u>	<u>%MT</u>	<u>%HT</u>
I-95	81650	8% of ADT	4% of DHV	9% of DHV

BARRIER DATA: (check appropriate box(es))

- ☐ natural barriers in effect
- ☒ no natural barriers
- ☐ noise abatement feasible
- ☒ noise abatement not feasible
- ☒ see comments below

COMMENTS:

Noise abatement such as berming would not be practical as significant loss of existing trees would result. However, we recommend that consideration be given to re-orientation of the 3 28-unit buildings closest to I-95 (bldgs. 7, 8, and 9). Re-orientation should be considered only if (1) the buildings do not have balconies, or (2) if balconies are provided on only one side of the structure. Given either condition, the buildings should be aligned parallel to I-95 (with balconies, if provided, on the opposite side of the building from I-95), with parking lots located between the buildings and I-95. This will increase the set-back of the structures without loss of units (see attached layout), and place all structures outside the 67 dBA contour line.



HOWARD COUNTY OFFICE OF PLANNING AND ZONING
DIVISION OF LAND DEVELOPMENT
COUNTY OFFICE BUILDING
3450 COURT HOUSE DRIVE
ELLCOTT CITY, MARYLAND 21043

DATE: 10/5/84

P & Z File No. 5-8508

Agencies

Office of Planning and Zoning

Director, Department of Public Works

Director

Bureau of Engineering

Chief, Division of
Land Development

Bureau of Inspections and Permits

Transportation Planning

Fire Administrator

File

Police Department

State Highway Administration

Division of Comprehensive
Planning

Division of Environmental Health

Division of Zoning

Howard County Public School System

Planning Board Members

Recreation and Parks

Soil Conservation Service

County Assessment

OCT 9 1984

RE: Sherwood Crossing

FOR PLAN REVIEW MEETING OF

BUR OF LANDSCAPE ARCHITECTURE

(Date)

(Time)

(Place)

ENCLOSED FOR YOUR: Signature Approval X Review & Comments Files

THE ENCLOSED: Original X Copy

No. of Sheets

No. of Sheets

Preliminary Plan

Final Road and/or
Storm Drainage Plan

Preliminary Road Profile

Final Storm Drainage
Computations

Preliminary Drainage Study
and/or Computations

Site Development
Plan

Final Development
Criteria

X Sketch Plan

Final Development
Plan

Final Plat

WAS: X Received Tentatively Approved Recorded

Received & Revised Approved

On 10/5/84

COMMENTS: DUE 10/30/84

☐ Check box and return to Office of Planning and Zoning
if plan is approved with no comments.

36

15-A

December 7, 1984

Mr. Ed Herman
143 Warwick Drive
Lutherville, MD 21093

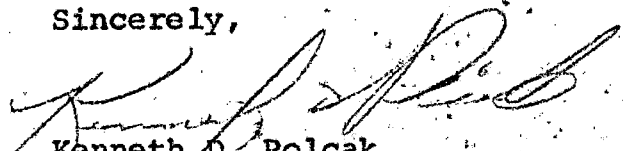
Dear Mr. Herman:

Reference is made to our recent telephone conversation regarding highway noise. Enclosed are some informational publications on the subject as you requested.

As we discussed, a noise abatement project is slated for your community. The project would include noise barriers within the highway right-of-way on both sides of I-695 between the Charles Street and York Road interchanges. We anticipate commencement of preliminary design activities and initiation of community involvement in mid to late 1987, with the project construction set for late 1988 to early 1989.

I hope this information will be helpful to you. If you have any questions, etc., please feel free to contact me.

Sincerely,



Kenneth D. Polcak
Environmental Specialist
Acoustic Analysis Unit

KDP:jmb

Enclosures

cc: J.C. Schneider

36 75-4
November 21, 1984

Ms. Marion Griffin
8625 Valleyfield Road
Lutherville, MD 21093

Dear Ms. Griffin:

In response to your telephone request of July 13, 1984, through Mr. Charles R. Olsen, District Engineer, our Acoustics Analysis Unit has completed a study of the Interstate 695/Interstate 83 Interchange noise at your home.

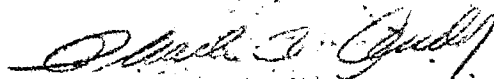
The study conducted on October 30, 1984, between 2:00 p.m. and 3:00 p.m. found the Leq at your residence and Mr. Lockerly's residence, several houses down the block, to be 70 decibels (dBA). Leq or the equivalent sound level is the average of the acoustic energy measured during a designated period of time. The Federal Highway Administration (FHWA) criterion for residential land use is 67 dBA. The criterion has also been adopted by the State Highway Administration.

Noise levels at your residence exceed the FHWA standard. Your community has been recognized as a noise abatement project area and is scheduled for an abatement contract in 1988. During the design stage, the Bureau of Landscape Architecture will meet with your community for review and comments on noise barrier design. You will be notified of that meeting.

The section of Interstate 83 near your home is scheduled to be repaved in 1986. Repaving should reduce noise levels by 3-5 decibels, a noticeable decrease, thus providing some relief in the immediate future.

If you have any questions or feel we can be of further assistance, please feel free to call.

Sincerely,



Charles R. Anderson, Chief
Bureau of Landscape Architecture

CRA:BAG:jmb
cc: Gordon Dailey
Edward Loskot
Charles Olsen
Ken Polcak

321-3521

37 754

November 21, 1984

Mr. John Lockerly
8619 Valleyfield Road
Lutherville, MD 21093

Dear Mr. Lockerly:

Please refer to your telephone request for traffic noise level measurements on your property from the Baltimore/Harrisburg Expressway (I-695/I-83) interchange.

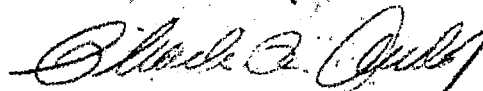
The Acoustics Analysis Unit attached to my office, completed a measurement study on October 30, 1984, and found the Leq at your residence and at Ms. Griffin's residence, several houses up the block, to be 70 decibels (dBA). Leq, or the equivalent sound level, is the average acoustic energy during a measurement period. The Federal Highway Administration (FHWA) has established a maximum acceptable Leq of 67 dBA for residential areas. This standard is also used by the State Highway Administration.

Your community has been placed on our priority listing of FHWA type II (existing highways) noise abatement projects. Construction of the project has been scheduled to begin in 1988, and your community will be contacted for comment during project design. We will continue to monitor noise levels in your area for major changes.

Repaving of I-83 adjacent to your home is scheduled to be completed by 1986. This will reduce noise levels approximately 3-5 dBA.

If you have questions, or feel we can be of further assistance, please contact this office.

Sincerely,



Charles R. Anderson, Chief
Bureau of Landscape Architecture

CRA:BAG:jmb
cc: Gordon E. Dailey
Edward M. Loskot
Charles R. Olsen
Ken D. Polcak

38 75-4

November 21, 1984

Mr. Jack Blinky
16 Wilfred Court
Towson, MD. 21204

Dear Mr. Blinky:

Please refer to your telephone request of August 13, 1984, for Interstate 695 noise level measurements in your community.

Our Acoustics Analysis Team conducted a measurement study in your block on October 31, 1984, between 2:00 p.m. and 3:00 p.m. the Leq level was 60 decibels (dBA). Leq, or equivalent sound level, is acoustic energy averaged over a measurement period. The maximum acceptable level for residential areas established by the Federal Highway Administration (FHWA) is an Leq of 67 dBA. This standard is also used by the State.

Noise levels in your immediate area show no significant change when compared with measurements taken in the past and do not exceed the FHWA standard. However, the inner loop of the Baltimore Beltway between York and Dulaney Valley roads has been designated a noise abatement project area because of the number of more severely affected homes. According to our priority scheduling, we should commence work in that area in 1988. In the meantime, we will be in the area as our schedule permits to continue monitoring noise levels.

If you have more questions or feel we can assist you further, please contact my office.

Sincerely,


Charles R. Anderson, Chief
Bureau of Landscape Architecture

CRA:BAG:jmb
cc: Gordon E. Dailey
Edward M. Loskot
Charles R. Olsen
Ken D. Polcak

321-3521

39

754

November 21, 1984

Mrs. James Nickerson
18 Wilfred Court
Towson, MD 21204

Dear Mrs. Nickerson:

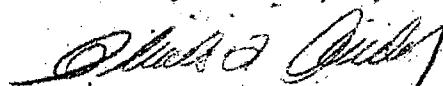
In response to your request for measurements of noise from Interstate 695, our Acoustics Analysis Team has completed a measurement study on your block.

On October 31, 1984, between 2:00 p.m. and 3:00 p.m., we found the Leq noise level to be 60 decibels (dBA). Leq, called the equivalent sound level, is the acoustic energy averaged over the measurement interval. The Federal Highway Administration (FHWA) has established a 67 dBA Leq criterion for residential areas and this standard has been adopted by the State.

Noise levels in your immediate area do not exceed this standard and show no significant change as compared to measurements taken in the past. The Interstate 695 inner loop between York and Dulaney Valley Roads has been designated a noise abatement project area under the FHWA's Type II (existing highways) program. According to our state priority scheduling, noise abatement is scheduled to start in this area in 1988. In the meantime, we will continue to monitor noise levels in the area as our schedule permits.

If you have any questions or feel we may be able to help you further, please call this office.

Sincerely,



Charles R. Anderson, Chief
Bureau of Landscape Architecture

CRA:BAG:jmb

cc: Mr. Gordon E. Dailey
Mr. Edward M. Loskot
Mr. Charles R. Olsen
Mr. Kenneth D. Polcak

75-4
40

November 19, 1984

Ms. Dawn Cusamano
1700 Aberdeen Road
Baltimore MD 21234

Dear Ms. Cusamano:

As you requested in your telephone call of November 13, I am enclosing some general information on traffic noise and its effects on humans.

Additionally, I found two general places in the I-695/I-95 intersection area where State Highway Administration sound measures have been taken. The first is Kenwood Avenue. Noise measures taken in this area include:

7/9/79	5814 East Avenue	L10	66 decibels (dBA)
12/4/79	5836/5839 East Avenue	L10	68 dBA
12/4/79	5814 East Avenue	L10	71 dBA
6/5/80	5807 East Avenue	L10	67 dBA indoor
		L10	75 dBA outdoor

The second is a group of 4-5 residences north on I-95:

11/8/78	4939 Ridge Road	L10	76 dBA
---------	-----------------	-----	--------

L10 is the sound level exceeded ten percent of the time. The Federal Highway Administration's L10 criterion is 70 dBA which is exceeded in several of these cases.

L10 values would increase somewhat with a dramatic increase in traffic volume, with road deterioration, with a higher percentage of heavy trucks, and with new home construction closer to the road.

Kenwood does not qualify for the Type II (existing highways) noise Barrier program because the majority of houses were built after the Federal Highway Administration's (FHWA's) May 14, 1976, cutoff date. The state and federal highway agencies mandated they could not be held responsible to correct noise problems after this date because it was felt by then developers and county zoning agencies should be aware of noise as an environmental concern and should be expected to plan for and correct problems. Without federal funding, the state is unable to build these barriers.

Planners and developers can handle noise problems in several ways:

- Zoning can prohibit use of noise sensitive areas for residential development.
- Increased building setbacks from the road can be designed as open space or forest preserve. Trees can be used to shield the roadway from view. The effect of trees here is largely psychological; noise values will generally be perceptibly affected only by a dense, forested area over 100' deep.
- Buildings can be oriented so that few windows face the road. Acoustic insulation may be installed. Depending on climate, it may also be economic to install air conditioning to mask the sound. However, these solutions can be expensive and do not generally affect outdoor noise levels.
- Extra fill material may also be used to construct landscaped noise berms. This is only useful if there is a wide state-owned right-of-way or a deep setback from the road.

Most of these solutions, especially the least expensive ones, depend on early incorporation of noise provisions into development plans. Informed home buyers may be less likely to buy a 'real bargain' that is disruptively noisy.

Of the several enclosed articles, please note especially the adverse health effects section of the Harbor Tunnel Thruway report. It summarizes general health effects and although it is not specific as to noise type or levels causing the effects, it does include some good general references. Unfortunately, I have not come across much information cumulative low level effects of noise; this is of increasing importance in more densely populated areas.

Thank you for your interest. I very much enjoyed talking with you and wish you well in your endeavors. If you have further questions, I encourage you to call our office to speak with either Mr. Ken Polcak or myself.

Sincerely,

Barbara A. Goodman
Environmental Specialist Trainee

BAG:jmb

cc: Barbara A. Goodman

Enclosures

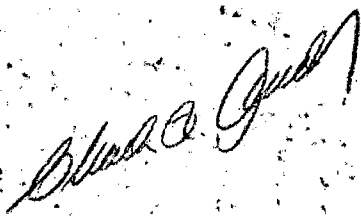
December 17, 1984

M E M O R A N D U M

TO: Mr. Michael Snyder
Metropolitan District Engineer
District 3

FROM: Charles R. Anderson, Chief
Bureau of Landscape Architecture

SUBJECT: Interstate 95/495
Noise Attenuation



Reference is made to your November 9, 1984, letter to the City of Greenbelt and Mr. Michael McLaughlin regarding noise studies between the B & O Railroad and the Baltimore/Washington Parkway.

To date, there have been no noise measurement studies conducted in this area nor do we have any record of citizen complaints about noise in the area. Since the noise issue had been raised, we will conduct a study of noise levels along I-95/495 from the B & O to the B/W Parkway. As we approach the winter season, it may be several months before all studies and preliminary impact analyses are completed. We will, however, work for completion of this effort as soon as possible and will report the findings to you.

Should you need more information, please contact Mr. Ken Polcak, (Mar 234-3522), of my staff.

CRA:KDP:jmb

cc: Gordon Dailey
Edward Loskot
Kenneth Polcak

Mar 234-3521



Maryland Department of Transportation

State Highway Administration

Office of District Engineer
State Highway Administration
9300 Kenilworth Avenue
P.O. Box 327
Greenbelt, Maryland 20770

NOV 13 1984
BUR. OF LANDSCAPE ARCHITECTURE
43
William K. Hellmann
Secretary
Hal Kassoff
Administrator

November 9, 1984

City of Greenbelt
25 Crescent Road
Greenbelt, Maryland 20770

Attention: Mr. Michael P. McLaughlin

Subject: Interstate Route 95
Noise Attenuation

Dear Mr. McLaughlin:

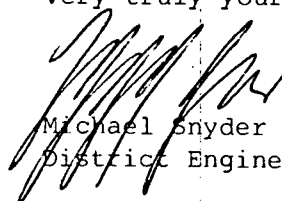
With respect to your October 30, 1984 letter on the referenced topic, please be advised as follows:

From Good Luck Road to the Baltimore Washington Parkway, a noise attenuation project has been programmed for Fiscal Year 1990. At present, the area from the Baltimore Washington Parkway to the B & O Railroad tracks has not been identified as a candidate location for noise attenuation.

By copy of this letter I am asking Mr. Charles Anderson, Chief, Bureau of Landscape to advise me of any studies and results of same for this area.

Upon receipt of this material I shall be back in contact with you.

Very truly yours,


Michael Snyder
District Engineer

MS:ljg

cc: Mr. Charles Anderson

My telephone number is 345-7100, Ext. 19

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

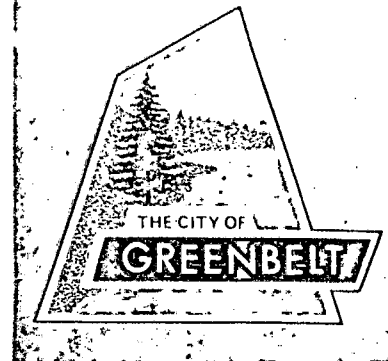
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

44

CITY OF GREENBELT, MARYLAND

25 CRESCENT ROAD, GREENBELT, MD. 20770

TELEPHONES: City Offices 474-8000 City Manager 474-8002 City Clerk 474-3870 Police 474-7200 Public Works 474-8004
Personnel/Purchasing 474-8052 Finance 474-1552 Recreation 474-6878 Greenbelt CARES Youth Service Bureau 345-6660



October 30, 1984

Mr. Michael Snyder
District Engineer
State Highway Administration
9300 Kenilworth Avenue
Greenbelt, MD 20770

Dear Mr. Snyder:

At the presentation of the State's Transportation Program for Prince George's County on October 29, 1984, the subject of noise attenuation measures was discussed.

I would like to know if there are any plans for noise attenuation measures for the section of the Capital Beltway from Good Luck Road northwest to the B & O Railroad tracks? If there are, what are they? If not, how does the city request them?

Sincerely,

Michael P. McLaughlin

Michael P. McLaughlin
Administrative Assistant

/pf

1. Good Luck Rd.
to B.W.
Parkway
FY 90

2. Nothing to B.W. Park
B.O. L.N.

RECEIVED

NOV 1 1984

DISTRICT #3
STATE HIGHWAY ADMINISTRATION

LETTER OF TRANSMITTAL

46

BUREAU OF LANDSCAPE ARCHITECTURE
JOPPA & FALLS ROADS
BROOKLANDVILLE, MARYLAND 21022

DATE	Nov. 28, 1984
ATTN	MR. JAY STEIMETZ, P.E.
RE	STANDARD WOOD NOSE BARRIER

TO:

JOHNSON, MIRNIRAN & THOMPSON P.A.
810 GLENEAGLES COURT, SUITE 200
BALTIMORE, MARYLAND 21204

GENTLEMEN:

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via _____ the following items:

☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications

☒ Copy of letter ☐ Change order ☒ DETAIL

COPIES	DATE	NO.	DESCRIPTION
1		2	LETTER AND DETAIL FROM GREINER SHOWING REVISED DETAIL FOR "TOP PURLIN CONNECTION FOR ALL ANGLES"

THESE ARE TRANSMITTED as checked below:

- | | | |
|--|---|---|
| <input type="checkbox"/> For approval | <input type="checkbox"/> Approved as submitted | <input type="checkbox"/> Resubmit _____ copies for approval |
| <input checked="" type="checkbox"/> For your use | <input type="checkbox"/> Approved as noted | <input type="checkbox"/> Submit _____ copies for distribution |
| <input type="checkbox"/> As requested | <input type="checkbox"/> Returned for corrections | <input type="checkbox"/> Return _____ corrected prints |
| <input type="checkbox"/> For review and comment | <input type="checkbox"/> _____ | |

REMARKS THIS WILL ELIMINATE THE GAP.

COPY TO _____

SIGNED: William V. Kuhl

Greiner Engineering

Greiner
Engineering
Sciences
Inc.

46
A Greiner Engineering, Inc. Company

One Village Square
Village of Cross Keys
Baltimore, Maryland 21210
301-323-8100

C-1405

November 6, 1984

RECEIVED
NOV 7 1984

Mr. Charles R. Anderson, Chief
Bureau of Landscape Architecture
Maryland State Highway Administration
2323 West Joppa Road
Brooklandville, Maryland 21022

BUR. OF LANDSCAPE ARCHITECTURE

Dear Mr. Anderson:

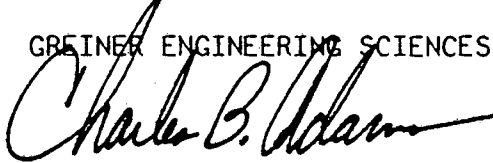
Reference: Interstate 95 Noise Abatement Project
from Maryland Route 450 to Good Luck Road

Per your direction, we have investigated the feasibility of revising the connection between the top purlin and post to eliminate a gap between panels above the purlin. We have determined that the connection detail can be revised to eliminate the gap, as shown by the attached sketch. The revised detail would raise the purlin, making the top of purlin and top of post flush. To accomplish this, the plate size will have to be increased from 5 to 6 inches, as indicated, and the washer size and type changed.

If there is any additional information required regarding this matter, please contact me.

Very truly yours,

GREINER ENGINEERING SCIENCES, INC.

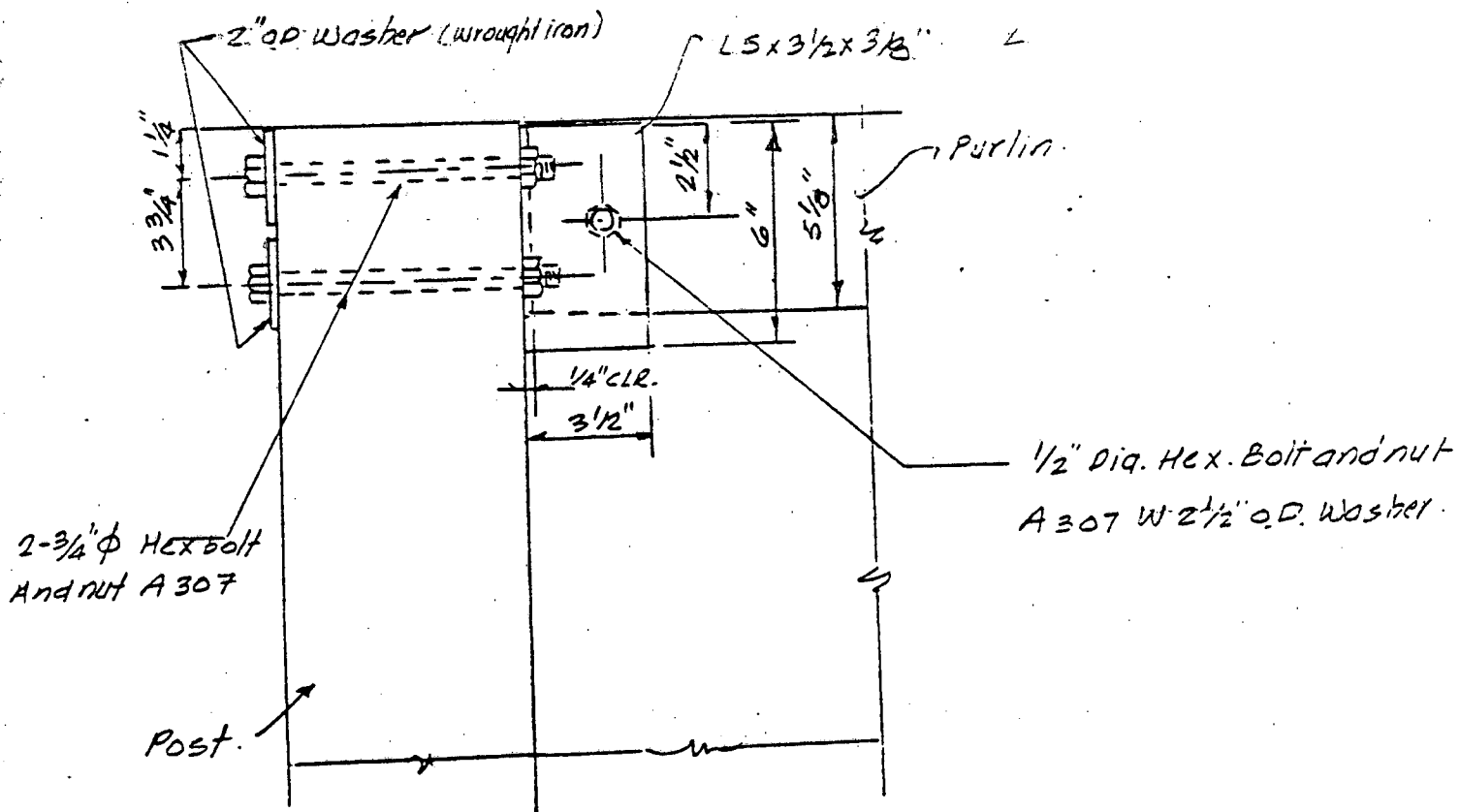

Charles B. Adams

CBA:dh

cc: E. D. Rehmeier
B. D. Joshi

Greiner Engineering Sciences, Inc. 47

JOB I-95 Bellway noise abatement COMPUTED BY BDJ DATE 12/29/82
DESCRIPTION _____ CHECKED BY _____ DATE _____
SHEET _____ OF _____



Top purlin connection for all angles
Elevation.

LETTER OF TRANSMITTAL

BUREAU OF LANDSCAPE ARCHITECTURE
JOPPA & FALLS ROADS
BROOKLANDVILLE, MARYLAND 21022

46

DATE	Nov. 8, 1984
ATTN	JAY STEIMETZ
RE:	STANDARD WOOD NOISE BARRIER

TO

JOHNSON MIRMIRAN & THOMPSON, P.A.
810 GLENEAGLES COURT, SUITE 200
BALTIMORE, MARYLAND 21204

GENTLEMEN:

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via _____ the following items:

☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications

☒ Copy of letter ☐ Change order ☒ WITH DETAIL

COPIES	DATE	NO.	DESCRIPTION
1	11/6/84		REVISION TO DETAIL BY GREINER TO ELIMINATE GAP AT TOP OF BARRIER.

THESE ARE TRANSMITTED as checked below:

☐ For approval ☐ Approved as submitted ☐ Resubmit _____ copies for approval

☒ For your use ☐ Approved as noted ☐ Submit _____ copies for distribution

☐ As requested ☐ Returned for corrections ☐ Return _____ corrected prints

☐ For review and comment ☐ _____

REMARKS PLEASE REVIEW AND MAKE REVISIONS TO STD. PLANS IN YOUR POSSESSION

COPY TO _____

SIGNED: William N. Kuhl

Greiner Engineering

Greiner
Engineering
Sciences
Inc.

49

One Village Square
Village of Cross Keys
Baltimore, Maryland 21210
301-323-8100

A Greiner Engineering, Inc. Company

C-1405

November 6, 1984

RECEIVED
NOV 7 1984

Mr. Charles R. Anderson, Chief
Bureau of Landscape Architecture
Maryland State Highway Administration
2323 West Joppa Road
Brooklandville, Maryland 21022

BUR. OF LANDSCAPE ARCHITECTURE

Dear Mr. Anderson:

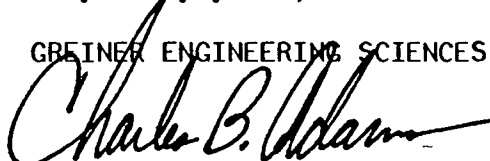
Reference: Interstate 95 Noise Abatement Project
from Maryland Route 450 to Good Luck Road

Per your direction, we have investigated the feasibility of revising the connection between the top purlin and post to eliminate a gap between panels above the purlin. We have determined that the connection detail can be revised to eliminate the gap, as shown by the attached sketch. The revised detail would raise the purlin, making the top of purlin and top of post flush. To accomplish this, the plate size will have to be increased from 5 to 6 inches, as indicated, and the washer size and type changed.

If there is any additional information required regarding this matter, please contact me.

Very truly yours,

GREINER ENGINEERING SCIENCES, INC.



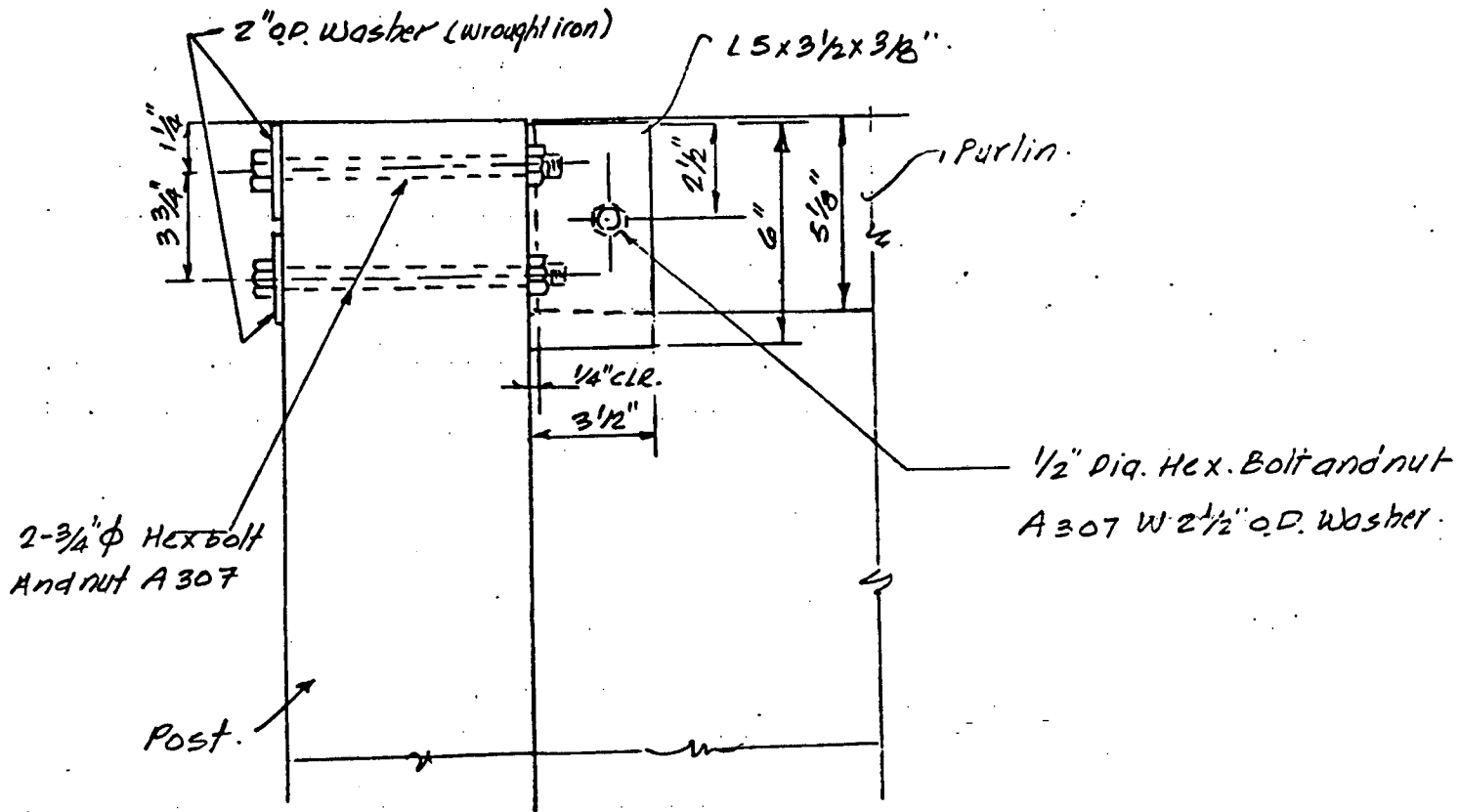
Charles B. Adams

CBA:dh

cc: E. D. Rehmeier
B. D. Joshi

Greiner Engineering Sciences, Inc. 68

JOB I-95 Bellway noise abatement COMPUTED BY BDJ DATE 10/29/84
DESCRIPTION _____ CHECKED BY _____ DATE _____
SHEET _____ OF _____



Top purlin connection for all angles
Elevation.

75A-4

51

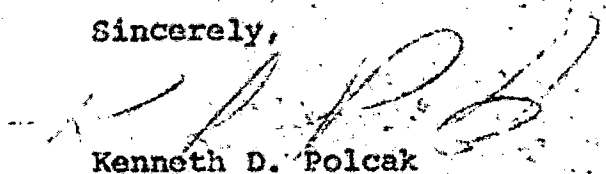
November 2, 1984

Mr. John W. Musselman, Chief
Division of Land Development & Zoning Administration
Howard County Office of Planning and Zoning
George Howard Building
3430 Court House Drive
Ellicott City, Maryland 21043

Dear John:

Enclosed you will find the noise contour analysis for Section 2 of the Heritage Woods subdivision. Should you have any questions, etc., give a call.

Sincerely,


Kenneth D. Polcak
Environmental Specialist
Acoustic Analysis Unit

KDP:nel

Enclosure

cc: Mr. Paul Farragut w/att.

52

MARYLAND STATE HIGHWAY ADMINISTRATION
BUREAU OF LANDSCAPE ARCHITECTURE

SUBDIVISION NOISE CONTOUR ANALYSIS
HOWARD COUNTY, MARYLAND

SUBDIVISION NAME: Heritage Woods, Section 2

LOCATION: between I-95 and Mission Road, north of Md. 32/
I-95 intersection

ROADWAYS: (check appropriate box(es))

<input checked="" type="checkbox"/> I-95	<input type="checkbox"/> U.S. 29	<input type="checkbox"/> Md. 216
<input type="checkbox"/> I-70	<input type="checkbox"/> U.S. 40	<input type="checkbox"/> Md. 32
		<input type="checkbox"/> Md. 175

TRAFFIC INFORMATION:

<u>Rte.</u>	<u>ADT</u>	<u>DHV</u>	<u>%MT</u>	<u>%HT</u>
I-95	90,000	7% of ADT	4.2% of DHV	12.1% of DHV

BARRIER DATA: (check appropriate box(es))

- ☒ natural barriers in effect
- ☐ no natural barriers
- ☐ noise abatement feasible
- ☐ noise abatement not feasible
- ☒ see comments below

COMMENTS:

Highway cut-section provides some noise reduction resulting in 67
decibel contour line within the 100' setback (as shown on plan).

Proposed Subdivision
Mr. Richard Ayres

54

General Information:

Equipment: Digital Acoustics
Community Noise Analyzer
Model DA 607-P V.2

Property location: Adjacent to northbound roadway
of Interstate Route 95 north of King
Avenue overpass in White Marsh area of
Baltimore County, Maryland.

Parameters measured: L_{eq} , L_{10} , interval max. (all
measurements in decibels (dBA)).

Noise sources of interests: traffic on Interstate
95.

Measurement date: April 24, 1984.

Purpose of Study: To quantify the ambient noise environ-
ment on property proposed as a new residential sub-
division in relation to established Federal Highway
Administration (FHWA) design noise level criteria
(copy attached). Study made at the request of Mr.
Gene Bober, of Baltimore County Office of Planning
and Development.

Data: See Table 2 (attached)

Analysis: During the measurement study, there were pre-
vailing light winds originating generally from the
west and weather reports indicated wind speeds ranged
between 5-12 mph. This is near the upper limit of
acceptable wind conditions for environmental noise
measurement as given by FHWA. Any influences of
wind on noise levels during our field survey would
be negligible; however, due to its origin (from the
west), any influence would constitute a "worst case"
condition. That is to say that given calm wind con-
ditions, noise levels should be generally the same
or slightly lower than those reported in Table 2.

In dealing with interstate highways it has been
our experience that the highest noise levels can
generally be found during late morning to mid-after-
noon. The variation hour to hour during that period
has typically been 1-2 dBA. Rush hour periods (A.M. and
P.M.) typically yield noise levels about the same or some-
what lower than non-rush hour levels. This is most often
due to two major factors:

63

May 2, 1984

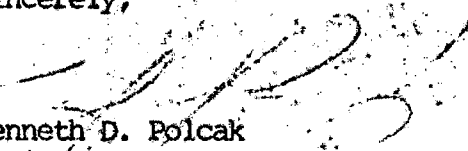
Mr. Gene Bober
County Office Building
111 W. Chesapeake Avenue
Towson, Maryland 21204

Dear Gene,

Please refer to our several conversations concerning the property of Mr. Richard Ayres and the proposed subdivision planned adjacent to Interstate 95 near the King Avenue overpass. We have completed noise measurements at the site, a summary of which is attached.

We appreciate the opportunity to be of assistance to the county concerning highway noise. Should you have any questions concerning the report, or feel we could be of further assistance, please contact me.

Sincerely,



Kenneth D. Polcak
Environmental Specialist
Acoustic Analysis Unit

KDP:lw

cc: J.C. Schneider
Attachments

- 55
1. during rush hour, travel speeds tend to be reduced because of increased traffic volume, and
 2. many heavy trucks choose to avoid rush hour congestion and pull off the road during that period, thus reducing the percentage of trucks in the traffic stream.

Traffic during the measurement study was freely flowing with a fairly typical mix of heavy and medium-duty truck traffic. No back-ups or other inconsistencies in the traffic flow were noted during the measurement period.

As shown in Table 2, none of the measurements exceeded FHWA design criteria for residential areas. Although the substantial existing vegetation on the highway R.O.W. and adjacent to it on the subject property does not constitute a significant acoustic attenuation, we would suggest, to the extent possible, it be preserved to serve as a visual buffer for the highway.

56

TABLE 1 - Noise Abatement Criteria

Hourly A-Weighted Sound Level - decibels (dBA) 1/

<u>Activity Category</u>	<u>Leq(h)</u>	<u>L10(h)</u>	<u>Description of Activity Category</u>
A	57 (Exterior)	60 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	--	Undeveloped lands.
E	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

1/Either L₁₀(h) or Leq(h) (but not both) may be used on a project.

TABLE 2

ACOUSTIC FIELD SURVEY - MEASUREMENT DATA
AYRES PROPERTY

Measurement Location	Time of Day	NOISE LEVEL DESCRIPTION		
		Leq.*	L ₁₀ **	Interval Max.
1. Middle portion of property adjacent to NB I-95 approximately 40' from R.O.W. fence.	10:15 a.m.	62dBA	64dBA	74 dBA
	10:25 a.m.	62dBA	64dBA	68 dBA
2. Middle portion of property adjacent to NB I-95, approximately 25' from R.O.W. fence	10:45 a.m.	62dBA	64dBA	67 dBA
3. Northern ^{tion} portion of property adjacent to NB I-95 approximately 25'-30' from R.O.W. fence	11:00 a.m.	66dBA	68dBA	79 dBA

* FHWA design criteria for Leq., 67 dBA

** FHWA design criteria for L₁₀., 70 dBA

Greiner Engineering

RECEIVED

75 A-4

66

APR 24 1984

BUR. OF LANDSCAPE
ARCHITECTURE

C-1489.021

April 23, 1984

MEMORANDUM

TO: File

FROM: C. B. Adams

REFERENCE: Meeting with the State Highway Administration
to Review Noise Barrier Concepts for I-97
Section A

The referenced meeting was held on April 16, 1984, at the SHA's Bureau of Landscape Architecture offices with the following in attendance:

✓ Charles R. Anderson - State Highway Administration
John Schneider - State Highway Administration
Kenneth Polcak - State Highway Administration
Charles Lippy - State Highway Administration
Charles Adams - Greiner Engineering Sciences, Inc.
Wat Bowie - Greiner Engineering Sciences, Inc.

Mr. Adams made a presentation of the noise barrier work completed since the September 30, 1983 review including recommended barrier acoustical designs resulting from the STAMINA/OPTIMA analysis. Barrier length, height, location and performance (insertion loss) were reviewed for each of four barriers. The attached barrier optimization matrices summarize the various barrier scenarios studied.

The following points were discussed relative to the recommended barrier designs.

Barrier A

. Barrier A is acceptable as shown.

59

MEMORANDUM
April 23, 1984
Page Two

Barrier B

- . The barrier alignment and profile are acceptable as shown.
- . Greiner investigated the possibility of degradation of performance due to parallel barrier effect of Barriers A and B. It appears that the insertion losses projected would be reduced by 2-4 dBA if no treatment were applied to either barrier. We discussed the possibility of adding absorptive treatment or sloping the face of one of the barriers. It was decided to add absorptive treatment to the face of Barrier B to resolve the problem. We will include this in the final design, utilizing the Industrial Acoustics type absorptive panel.

Barrier C

- . The alignment and profile are acceptable as shown.
- . The question of purchase of residences where the combined retaining wall/noise barrier will be in excess of 30 feet was discussed. The Administration will determine the approach to take should residents desire to have their property purchased rather than live with the post-construction conditions. Cross section sketches will be prepared for use at community meetings to discuss this issue.

Barrier D

- . We were requested to determine if the barrier could be turned back toward the right-of-way line from the Jersey safety barrier sooner than shown to provide additional area for landscaping. This will be investigated and included in the final plans.

65

MEMORANDUM
April 23, 1984
Page Three

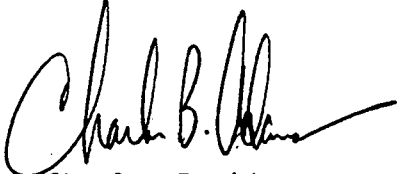
Barrier E

- . This barrier has been dropped from consideration because the projected L_{eq} noise levels will not exceed the Federal design noise level criteria.

Community Informational Meetings

- . The next step in the barrier design process will be to meet with communities affected by the proposals and discuss each specific barrier design. We will work toward being prepared to attend meetings in approximately six weeks. It was felt desirable to have an initial meeting with all of the communities involved and then to hold follow-up meetings as necessary. Mr. Lippy will make contact with community representatives to arrange suitable time and place for an initial meeting. Crozier Associates will begin preparation of meeting display materials.

If there are any questions regarding this memorandum, please contact the writer.



Charles B. Adams

CBA:dh



Maryland Department of Transportation

State Highway Administration

11/2/84, 175A-4
yellow
61
RECEIVED

William K. Hellmann
Secretary

Hal Kassoff
Administrator

Sept. 11, 1984 SEP 6 1984

The Honorable Marjorie S. Holt
Arundel Center North, Suite 509
101 Crain Highway
Glen Burnie, Maryland 21061

BUR. OF LANDSCAPE
ARCHITECTURE

RE: ml

Dear Congresswoman Holt:

Please refer to your August 17, 1984 letter concerning correspondence you received from Mr. Joseph R. Dulaney regarding a sound barrier along Maryland Route 3.

Prior to our planning studies for Interstate 97, this Administration had no plans to construct traffic noise barriers along Maryland Route 3. Noise barriers will be constructed when Route 3 is upgraded to an interstate highway. The barriers will be constructed as early as construction activities allow and tree planting will be performed in the vicinity of the barriers.

The Baltimore-Annapolis Transportation Corridor Study (BATCS) began in 1974 for the purpose of evaluating the safety and efficiency of the highway network in northern Anne Arundel County. The conclusion of this Corridor Study was that residential and commercial development is a key factor in the increasing traffic volumes and associated roadway congestion which affects traffic safety. The Corridor Study concluded that an access-controlled highway should be constructed to alleviate these problems. The BATCS study also concluded that if I-97 is constructed along the Route 3 corridor, residential and commercial displacements will be considerably less than if the new roadway was constructed along Maryland Route 2.

Maryland Route 100 from Maryland Route 3 westerly to I-95 is listed in the Development & Evaluation portion of the 1984-89 State Highway Administration Consolidated Transportation Program. Funding is only for the Project Planning phase, thru Fiscal Year 1986. An alternate public meeting is tentatively scheduled to be held in December, 1984 with the anticipated Location/Design approval to be received in September, 1986.

My telephone number is (301) 659-1111

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

62
The Honorable Marjorie S. Holt
Page 2

This project proposes a multi-lane highway between Route 3 and I-97.

I hope this information is adequate for your current need.

Sincerely,

Hal Kassoff
Administrator

HK:lk

STATE HIGHWAY ADMINISTRATION

EDWARD M. LOSKOT

DEPUTY CHIEF ENGINEER - HIGHWAY DEVELOPMENT

DATE: 8/21/84 SUSPENSE: 9/3/84

☒ Mr. C. R. Anderson (8-234-3521)

Mr. S. J. DiPietro (659-1251)

Mr. C. Lee (659-1350)

Mr. A. M. Capizzi (659-1370)

Mr. J. Duerr

Miss R. Hauser

Mrs. L. Kuczinski

Mr. D. Starr

Mr. E. Stein

Mrs. J. Trotta

☒ NOTE SUSPENSE DATE

☒ PREPARE REPLY FOR:

GOVERNOR (DRAFT)

SECRETARY

☒ ADMINISTRATOR

DEPUTY ADMINISTRATOR

CHIEF ENGINEER

MY SIGNATURE

SEND THROUGH THIS OFFICE FOR APPROVAL

DISCUSS WITH ME

INFORMATION

FOR YOUR ACTION

FOR COMMENT

PLEASE HANDLE

INVESTIGATE
AND REPORT

REMARKS:

*You may require corroboration
with A.M. Capizzi for part of the
reply.*

RECEIVED

AUG 23 1984

BUT. OF LANDSCAPE ARCHITECTURE

64

FROM: Office of the State Highway Administrator

DATE:

8-20-84

ACTION DUE BY:

9-4-84

RECEIVED

___ Agro, J.

___ Anderson, C.

___ Capizzi, A.

___ Carter, C.

___ Dailey, G.

___ Day, J.

___ Dicane, P.

___ Finck, R.

___ Freedman, E.

___ Hester, J.

___ Hicks, T.

___ I.D.B.C.

X 1984 AUG 21 P 2:27

DIV. OF HWY. DEVL PMT.

___ Rogers, N.

___ Ross, J.

___ Seward, G.

___ Sherin, D.

___ Slacum, W.

___ Tahir, A.

___ Ulrich, R.

___ Elinsky, E.

___ Dist. Engr. #1

___ Dist. Engr. #2

___ Dist. Engr. #3

___ Dist. Engr. #4

___ Dist. Engr. #5

___ Dist. Engr. #6

___ Dist. Engr. #7

___ Fletcher, G.

___ Fisher, K.

___ Moser, R. A.

X Prepare reply for Administrator

___ Prepare reply for Secretary

___ Prepare reply for Dep. Secretary

___ Prepare draft for Governor

___ Prepare memo for Administrator

___ Reply directly with copy to this office

___ Please see me

___ For your information

___ Take necessary action

___ Investigate & prepare recommendation

___ Review & comment, if any

___ Please handle

___ Please revise as shown

COMMENTS:

MARJORIE S. HOLT

4TH DISTRICT, MARYLAND

COMMITTEES:

ARMED SERVICES

SUBCOMMITTEES:

PROCUREMENT
MILITARY PERSONNEL

JOINT ECONOMIC

SUBCOMMITTEES:

MONETARY AND FISCAL POLICY
INVESTMENT, JOBS AND PRICES



Congress of the United States
House of Representatives
Washington, D.C. 20515

August 17, 1984

WASHINGTON OFFICE:

2412 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515
202-225-8090

DISTRICT OFFICES:

ARUNDEL CENTER NORTH, SUITE 509
101 CRAIN HIGHWAY
GLEN BURNIE, MARYLAND 21061
301-768-8050 or 301-261-2000

5-STAR BUILDING, SUITE 303
6178 OXON HILL ROAD
OXON HILL, MARYLAND 20745
301-567-9212

Mr. Hal Kassoff
Administrator
State Highway Administration
Maryland Department of Transportation
P. O. Box 717
Baltimore, Maryland 21203-0717

In reply refer to: ml

Dear Mr. Kassoff:

Enclosed is a copy of correspondence I received from my constituent, Mr. Joseph R. Dulaney, regarding a sound barrier to be placed along Maryland Route 3.

Since this correspondence is self-explanatory, it would be appreciated if you would review this matter and address those issues which Mr. Dulaney has raised.

Thank you for your assistance in this matter.

Sincerely yours,

Marjorie S. Holt
Member of Congress

MSH/ml

Encl.

STATE HWY ADM

AUG 84 10:09

PLEASE REPLY TO: ☐ OXON HILL

☒ GLEN BURNIE

AUG 15 REC

Dear Mrs. Holt,

66

When we purchased our home in Woodside West in 1974 the real estate agent told us that the State of Maryland was going to plant a thick barrier of evergreens along Route 3 to serve as a sound barrier. My brother and his wife purchased their home in 1976 and was told by personnel from the Rayland Company that a sound barrier would be built by the State.

After serving in Mexico for five years we find that Rt 3 will be upgraded to an Interstate - I 97. At a hearing at Glen Burnie High the officials weren't sure that a sound barrier would be built from Bantamfield Rd. to the South. Apparently a decision has been made and a sound barrier will be built; but not until after the road work has been completed.

We suffer enough now from the noise of Rt 3 without having to wait until the road work with its extra noise before we get a noise barrier.

I believe that a sound barrier should be constructed now and when the road work is complete an additional barrier of evergreens be planted.

Why is Rt 95 needed? I drive Rt 3 daily
and the biggest traffic problem takes place at
Dorsey Rd. Why can't Rt 100 be extended to
Rt 95? This would greatly help the traffic on
Rt 3, Belchur Hwy and the Baltimore-Washington Parkway.
Extending Rt. 10 south to Rt 100 would also help
the traffic on Rt. 3.

It seems like the state is getting Federal Funds
and wants to spend them as fast as possible.

I would appreciate your views on the above and
your help for a road barrier.

Sincerely,

Joseph R. Dolan

JOSEPH R. DOLAN

7934 PARKE WEST DR

GLEN BURNIE, MD 21061

(301) 761-6196

AUG 16 1984

68

September 14, 1984

Mrs. Andrea Roper
1025 Brovehill Road
Arbutus, Maryland 21227


Dear Mrs. Roper,

In answer to your telephone request of June 27, 1984 to Mr. Kenneth Polcak of my staff, our Acoustic Analysis Unit has completed a study of noise levels at your home due to Interstate 95.

The study was conducted on August 6, 1984 between the hours of 2:00 p.m. and 3:00 p.m. The L_{eq} noise level was found to be 67 decibels (dBA). The level "Leq" is called the equivalent sound level, which is a measure of the average acoustic energy during the measurement period. The Federal Highway Administration (FHWA) has established an L_{eq} noise level criteria of 67 dBA for residential areas. The area in which you live has been previously established as a potential project area in the Administration's noise barrier program for existing highways. The data collected at your home has supported acoustic data collected several years ago, but does not show any major increase in noise impact over previous years. Our recently established schedule for all noise abatement projects statewide indicates that work in this area would commence sometime in 1989. We will continue to periodically monitor noise levels as our workload permits to ascertain any major adverse changes in the noise impact.

If you have any questions or feel we can be of further assistance, please contact this office.

Sincerely,



Charles R. Anderson, Chief
Bureau of Landscape Architecture

CRA:KDP:lw

cc: Gordon E. Dailey
Edward M. Loskot
C. Robert Olsen
Kenneth D. Polcak

321-3521
Marcom 234-3521



Maryland Department of Transportation

State Highway Administration

Office of District Engineer
State Highway Administration
9300 Kenilworth Avenue
P.O. Box 327
Greenbelt, Maryland 20770

William K. Hellmann
Secretary

Hal Kassoff
Administrator

file Noise Abatement
75-4
69
RECEIVED
DEC 5 1984

MEMORANDUM

BUR. OF LANDSCAPE ARCHITECTURE

TO: Charles Anderson
Chief, Bureau of Landscape Architecture

FROM: Michael Snyder
District Engineer

SUBJECT: Noise Study
Earlham Drive
Montgomery County

DATE: December 3, 1984

On Friday, November 30, 1984, I had the opportunity to visit with several property owners in the Bradley Manor/Ashburton area of Montgomery County south of the Capital Beltway.

In 1979, noise measurements were taken in this area with the highest readings being 67 dba. In that the condition of the wearing surface on the Beltway and the volumes and mix of vehicles have changed since then, I am asking that your office conduct new studies along Earlham and Singleton Drives.

MS:bw

cc: Mrs. Winkler

My telephone number is (M)235-2219

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717